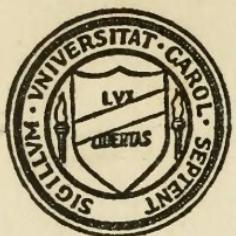


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Report of Albemarle and
Chesapeake Canal Co.

1866

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ELEVENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Albemarle and Chesapeake Canal Co.

FOR THE FISCAL YEAR ENDING SEPT. 30, 1866.

PRESIDENT,

MARSHALL PARKS.

SECRETARY AND TREASURER,

B. F. TEBAULT.

DIRECTORS,

M. COURTRIGHT, of Penn.

B. T. SIMMONS, of N. C.

HENY A. RICHMOND, of N. Y.

D. D. FEREBEE, of N. C.

AND'W D. WHITE, of N. Y.

THOS. J. JARVIS, of N. C.

L. H. CHANDLER, of Va.

LEWIS THOMPSON, of N. C.

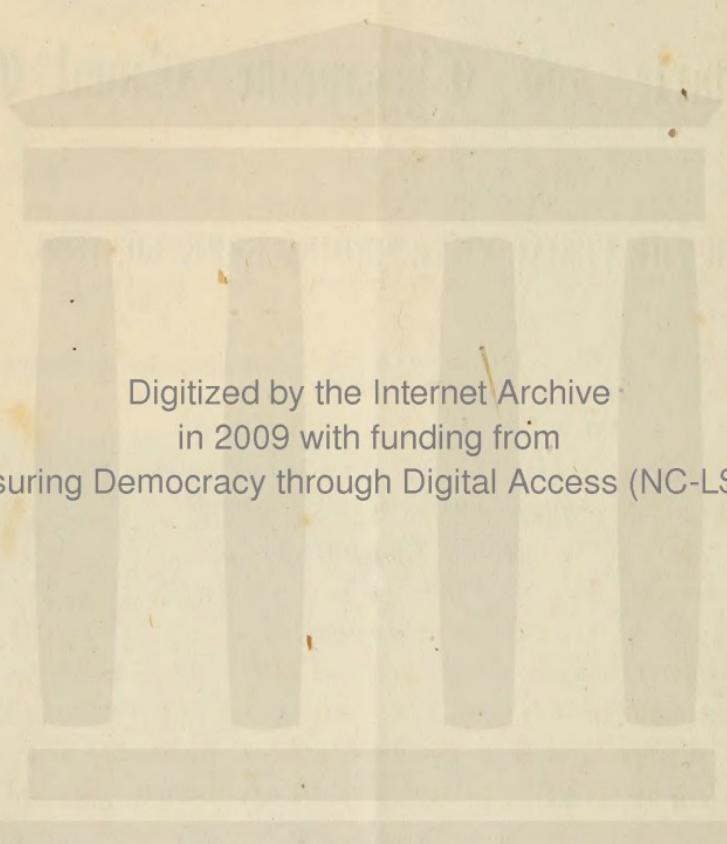
T. V. WEBB, of Va.

•♦•

NORFOLK, VA.:

NORFOLK PRINTING HOUSE COMPANY, PRINT.

1866.



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R E P O R T .

To the Stockholders of the

Albemarle and Chesapeake Canal Company :

At the date of our last annual report the Canal was in navigable condition. There were, however, indications of an extensive leak through the lock floor, which had been repaired the previous year. This leak continued to increase to such an extent as to endanger the whole structure, and great difficulty was experienced in opening the gates. After a careful survey it was determined to erect dams and pump out the water, as the most effectual means to make the necessary repairs. The services of a civil engineer having previously been obtained, he was instructed to make arrangements to prepare the necessary materials to accomplish the work in the shortest possible time.

It was not until the 16th day of November that the lock was closed. Every effort was made to hasten the repairs of the locks. The dams, both in Canal and River, were erected, powerful steam pumps procured, and every effort made to hasten the work on the locks and restore the navigation. Labor, except for the mechanical branches, was difficult to obtain, and had to be procured from New York at considerable expense. In fact, every effort was made to hasten the work without regard to the expense. On the 24th January, the navigation was again resumed, and has continued since without interruption.

The lock has worked well, and there is no indication of the former leak. The foundation, floor and masonry are in good condition, and with the exception of the gates, which are much decayed and require renewal, it is believed no further expenditures, at this point, will be required for many years.

BUSINESS OF THE YEAR.

The Eastern portion of North Carolina, where this Canal must look for its trade, is slowly recovering from the effects of the late war.

20297

The change in the labor system has rendered a large number of plantations unproductive, and consequently there is less corn, wheat, peas, &c., shipped than formerly.

The earnings of the Canal for the fiscal year ending September 30th, 1866, are as follows:

From Tolls North,.....	\$31,259 34
" " South,.....	10,087 20
	\$41,346 54
" " Towing North,.....	5,060 26
" " Sonth,.....	4,181 49
	9,241 75
" " wharfage, sale of coal, old material, &c.,.....	5,085 68
" " tolls from U. S. Gov't for July, Aug. & Oct. '65,	1,705 50
	\$57,379 47

MOTIVE POWER.

The motive power of the Company, at the date of our last report, consisted of the new steam tug "Coinjock," constructed especially in regard to the limited business at that time, and, for repairs of Canal, the little despatch boat Fannie. On the 11th day of Nov., 1865, the Coinjock exploded her boiler, killing all on board, and was totally lost. The prospects for business were at that time so flattering that the Board of Directors authorized the purchase of additional steamers, and the steam tugs Chowan and S. C. Brooks were subsequently purchased. The large number of steamers engaged in the navigation at this time, and the limited number of sailing vessels, have greatly reduced the tonnage requiring towing, and consequently, the revenue derived from this source falls greatly below what was anticipated. It is believed, however, the increased exports of wood, lumber, &c., to Northern ports, will induce shipments in vessels requiring towing, which will hereafter give employment to a large number of steam tugs, and it may become necessary to increase our motive power by one or two additional tugs during the ensuing year.

The number of vessels passing the locks the past year were as follows, viz: Steamers 1,062, schooners 746, sloops, 302, barges 256, boats 921, lighters 338, rafts 18. Total, 3,643.

In 1865 the number was 2,617—showing an increase over that year of 1,026 of all classes.

FREIGHT DEPOT, DOCKS AND WHARF.

The want of a suitable dock and wharf for the steam tugs and other boats of the Company has long been felt, and efforts have been made from time to time, to purchase suitable property for that purpose, without success. In December 1865 a lease was made with the City of Norfolk for the property known as the "Railroad Ferry Depot," for a term of ten years, on favorable terms. The spacious building has been repaired, the dock cleaned out and a wharf, twenty-four feet wide and three hundred feet long, constructed. The offices of the Company have been removed to this building, and arrangements made to receive and forward goods through the Canal with greater punctuality and dispatch. Parties now ordering goods have no longer the trouble to hunt up vessels, but may send their freight to the depot, where it will be received daily and forwarded to its destination.

The want of a central position for business has long been felt, and it is believed that when the facilities for receiving and forwarding goods are known, it will be duly appreciated by shippers.

Arrangements are now being made with the several lines of steamships from Boston, New York, Philadelphia and Baltimore, to receive and forward freight to and from North Carolina with dispatch.

TRANSPORTATION.

The facilities for transportation through the Canal have been considerably increased since our last report. At that time there were very few steamers, barges and sailing vessels running regularly, and we were, to a great extent, dependent upon transient vessels to do the freighting.

The want of capital, however, has induced an inferior class of boats to be employed, many of them unfit for the navigation. The establishment of a permanent line of steamers to the principal ports of North Carolina, would facilitate our intercourse with those places and increase our trade, and, it is believed, would largely remunerate the Company for the capital expended.

We have not had any steamers to either Newbern or Washington until lately, and consequently the trade to those places has been lost to the Canal. The small steamship Bettie, owned by parties in Newbern, has lately commenced making regular trips to that town, and Mr. W. L. Oswald has also established the propeller steamer L. G. Cannon on the line to Washington.

It is to be hoped these gentlemen will be encouraged in their new enterprise, and that ere long other steamers may be added to their lines.

The trade of the Roanoke, which in former years consisted of corn, wheat, cotton, staves, shingles &c., has very much changed; we have now very little Corn arriving, and the principal articles are shingles, staves and cotton. The following steamers and barges are now employed on this navigation through the Canal, viz: Steamers Pocosin, Orient, Cotton Plant, Fairy, Roanoke, I. D. Coleman, Currituck, Hackensack and Barges

The trade of the Chowan River and tributaries continues to increase. The following steamers and barges are engaged in that trade viz: Stern wheel steamer "Wawenock," Maria, propellor "Our Flag," and Emma, and tugs Kate, Bertie and others.

The want of a regular line of steamers to the several towns and counties of Eastern North Carolina is still felt, and the President at our last Annual Meeting, recommended to the Stockholders the establishment of regular steamers to the following places, viz: Newbern, Washington, Hyde County, Tyrrell County, Elizabeth City, Hertford, Chowan River, Roanoke River, Cashie River and Currituck County.

During the past year we have had regular lines only to Williams-ton, Elizabeth City, and, for a short time, to the Chowan. If evidence were wanting of the future success of established lines to the places mentioned above, it may be found in the success of those lines. For several months the amount of freight offering was quite light and the boats did not pay expenses. They were, however continued, and though not well adapted to the trade, each successive trip has increased the amount of freight and passengers, and their owners are encouraged to continue them on their respective routes, and it is likely their places will be supplied during the ensuing year with larger, faster and more commodious boats.

The want of suitable steamers to transport freight and passengers from Newbern, Washington, and other places on Pamlico Sound, has lost to us all the trade of that section. It is true, we have had occasional steamers from those places, but no regular lines have been established, and experience has taught us that without *regularity*, we cannot command the business of those places.

It is believed that an Iron Propellor Steamer, capable of transporting about 500 bales cotton, or 2000 bbls. cargo, would find profitable employment from each of those ports. Cotton could be taken to Nor-

folk at low rates, and by a through arrangement with the Boston, New York and Philadelphia and Baltimore steamers could be put down in those cities in a shorter time and at less expense than by any other route. The saving of insurance alone, (avoiding the risk around Hatteras) would be a considerable item.

THROUGH BUSINESS.

With a view to give shippers in North Carolina the benefit of the great markets of the country, the President entered into an arrangement with the Chesapeake and Delaware Canal Company, and also through them with the Delaware and Raritan Canal Company for products of North Carolina coming through the Albemarle and Chesapeake Canal, to pass through their respective canals at half rates of toll. Thus, a vessel may load in any of the rivers of North Carolina and go via canals, to Philadelphia, Wilmington, Del., New York, Albany, &c., without going to sea. Many have availed themselves of this arrangement and quite a large quantity of shingles, lumber, naval stores, &c., &c., have been sent forward in this manner.

Barges to be towed by steam tugs, are now being constructed for the transportation of kindling wood, and it is believed that large quantities of that article will be shipped direct to Philadelphia and New York by this *inland route* during the ensuing year.

CAPACITY OF THE CANAL.

The large number of steamers passing through the Canal to distant ports in the South, have demonstrated the capacity and importance of your Canal. During the past year many steamers from New York, Philadelphia, Wilmington, Del., and Baltimore have availed themselves of this navigation, thereby avoiding Cape Hatteras and the dangerous coast of North Carolina. Many of these steamers came by sea to Norfolk, being *too large* to pass the Chesapeake and Delaware or Delaware and Raritan Canals—the largest and most profitable works of the kind in this country.

A comparison of the locks of the several Canals along the Atlantic coast, may not be without interest:

THE DELAWARE AND RARITAN CANAL—43 miles long, connecting Philadelphia with New York; Locks 210 feet long, 23 feet 6 inches wide, 6 feet deep.

CHESAPEAKE AND DELAWARE CANAL—14 miles long, connects Chesapeake Bay with Delaware River, (Baltimore and Philadelphia); Locks 210 feet long, 24 feet wide, 9 feet deep. Water supplied principally by steam pumps.

ALBEMARLE AND CHESAPEAKE CANAL—45 miles long, (including 30 miles improved River Navigation) connects Chesapeake Bay with Albemarle, Currituck and Pamlico Sounds; Lock 220 feet long, 40 feet wide, built for 10 feet depth, now navigable for steamers from 6 to 7 feet 6 inches draft. Supplied by water from Atlantic Ocean.

DISMAL SWAMP CANAL—29 miles long, unites Chesapeake Bay with Albemarle Sound; Locks 94 feet long, 17 feet wide, 5 feet deep. Supplied by water from Lake Drummond.

COMPARATIVE SIZE OF LOCKS.

		Length.	Width.
Albemarle and Chesapeake Canal Locks.	.	220	40
Chesapeake and Delaware	" "	210	24
Delaware and Raritan	" "	210	23
Dismal Swamp	" "	94	17

The table annexed gives the name and tonnage of the principal steamers that have passed through the Canal:

The steamships General Burnside and Vineland were of the greatest capacity, measuring 380 82-95 tons old measurement, or about 540 tons new. They were of about equal size, viz: 158 feet long, 22 feet beam, lower hold 10 feet deep, between decks 7 feet, total 17 feet deep, carried 400 tons on 6 feet 6 inches water. The largest and most costly steamer on the bay—the Thomas Kelso, draws loaded less than 6 feet. The Augusta and Savannah side-wheel steamers belonging to the U. S. Government, were the largest side-wheel steamers that have passed through this Canal, and were estimated to carry over 1200 bales cotton each. The Julia St. Clair, a new and large iron stern wheel steamer, lately passed through, will carry 900 bales cotton on 3 feet water. The iron barge Enterprize, the first boat built to navigate this Canal, belonging to parties living on the Roanoke, 110 feet long, 23 feet beam and 7 feet hold, brought 1005 bales cotton on one occasion from the Roanoke with a draft of less than 5 feet water. A boat of similar construction, of the length and width of our lock, would carry over 5000 bales cotton on 5 feet water

LIST OF STEAMERS

Navigating the Albemarle and Chesapeake Canal.

Alice,	S. W.	40	Hackensack,	P.	140
Arrow,	P.	30	Heliotrope,	S. W.	160
Argo,	S. W.	160	Halifax,	S. W.	100
Ambition,	P.	50	I. D. Coleman,	P.	120
A. Oldham,	P.	66	Iolus,	S. W.	163
Alida,	S. W.	180	Joseph W. Hall,	P.	160
Alpha,	P.	65	J. N. Seymour,	S. W.	123
Adriatic,	P.	68	Jenny Lind,	S. W.	140
Bettie,	S. W.	140	James Guy,	S. W.	180
Bertie,	P.	40	James Murray,	P.	70
C. P. Smith,	S. W.	150	Kate,	P.	83
Chowan,	P.	50	L. G. Cannon,	P.	160
Currituck,	P.	100	Lockwood,	S. W.	180
Clinton,	S. W.	40	M. DeForest,	S. W.	20
Croatan,	P.	45	Minnie Brandt,	S. W.	313
Cotton Plant,	S. W.	100	Mary Augusta,	S. W.	301
Coinjock,	P.	30	Mary Ella,	S. W.	200
Charles Haughton,	S. W.	220	Maria,	S. W.	120
Calypso,	S. W.	10	Mattano,	S. W.	206
Ceres,	S. W.	220	Mystic,	S. W.	154
Columbine,	S. W.	150	Nangatuck, iron-clad,	P.	
C. S. Wright,	S. W.	80	North Shore,	S. W.	103
Dollie,	P.	15	North State,	S. W.	106
Dewitt Clinton,	P.	95	Orlando,	P.	42
Derigo,	S. W.	200	Orient,	S. W.	262
D. S. Stetson,	P.	60	Our Flag,	P.	110
Ella May,	S. W.	148	Port Royal,	S. W.	150
Emma Fries,	P.	10	Port DeDeposit,	S. W.	45
Ella,	S. W.	291	Pioneer,	P.	250
Emily,	S. W.	120	Philadelphia,	P.	198
E. B. Lane,	P.	40	Relief,	P.	90
Eclipse,	P.	120	Roanoke,	P.	110
Emma,	P.	120	Rotary,	P.	108
Emma Dunn,	P.	110	Rufus Ingals,	P.	68
Edwin Forrest,	P.	50	Scorpio,	S. W.	247
Falcon,	S. W.	120	Sea Bird,	S. W.	220
Favorite,	S. W.	150	Susie,	P.	5
Fanny Siahr,	S. W.	306	Standish,	P.	109
Fanny,	S. W.	160	S. Seymour,	P.	150
Fairy,	S. W.	40	Sylvian Shore,	S. W.	217
Fannie,	P.	10	S. C. Brooks,	P.	80
Flora Temple,	S. W.	47	T. B. Goodsall,	P.	51
Fawn,	P.	76	Two Boys,	S. W.	102
Foster,	S. W.	250	Trumpeter,	S. W.	157
Governor Worth,	S. W.	99	T. F. Secor,	S. W.	209
George,	S. W.	75	Three Brothers,	S. W.	60
Gazelle,	P.	76	Undine,	S. W.	110
Gen. Hooker,	S. W.	130	U. S. Grant,	P.	38
Gen. Burnside,	S. W.	380	Union,	S. W.	150
Gen. Berry,	S. W.	144	Vineland,	P.	480
Gen. Jessup,	P.	220	Wawenock,	S. W.	135
Gen. McClellan,	P.	137	Washington Irving,	S. W.	160
Helen,	S. W.	200	W. W. Frazier,	S. W.	129
Harry Carroll,	S. W.	183	Z. B. Vance,	S. W.	180
Hertford,	S. W.	80			

STATEMENT

*Of Affairs of the Albemarle and Chesapeake Canal Company,
September 30th, 1866.*

Authorized capital	\$1,500,000 00
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LIABILITIES.

Stock paid up and held by State of North Carolina,	350,000 00
" County of Currituck, North Carolina,	44,000 00
" to individuals,	494,100 00
Total stock paid up,	<hr/>
First mortgage bonds issued and sold,	258,000 00
" " " issued January 1, 1866, to retire past due coupons on above bonds,	68,000 00
Total Bonds issued,	<hr/>
Due bills for fractional amounts due on past due cou- pons, payable in bonds,	2,490 00
Due for past due coupons prior to January 1, 1864, not yet presented,	9,345 00
Due for past due coupons on \$326,000, amount of bonds issued, on 1st July, 1866,	11,410 00
Total due on past due coupons,	<hr/>
Bills payable,	28,214 83
Other liabilities due on open account,	5,066 01
	<hr/>
Total Liabilities,	33,280 83
	<hr/>
	\$1,270,625 83

ASSETS.

First mortgage bonds,	74,000 00
Currituck county bonds,	9,300 00
Cash,	980 75
Total assets,	<hr/>
	\$84,280 76

NOTE.—The Mortgage is for \$400,000, of which \$326,000 have been disposed of, leaving on hand, stated, \$74,000.

STATEMENT

Of the Receipts and Disbursements of the Albemarle and Chesapeake Canal Company, for the fiscal year ending September 30, 1866.

By balance as per statement September 30, 1866,	\$ 9,759 08
By tolls and receipts from other sources,	57,379 47
By bills receivable,	4,715 43

DISBURSEMENTS.

To paid discount on notes,	\$ 1,242 21
To payment on repairs of Lock,	29,465 60
To repairs of depot building, rent and construction of wharf,	4,348 30
To cost of running tow boats, repairs, wages, cost of fuel and subsistence,	11,134 15
To repairs of Canal, including working of dredge, pile driver, wages, fuel and subsistence,	8,829 30
To U. S. Revenue tax on receipts of Canal,	641 33
To salary of President, \$2,000, Treasurer, \$1,200, Collector, \$1,000, Lock-tenders, \$540, bridge-keepers, \$300, lighthouse keeper, \$180, stationery and printing, \$278 45	5,498 45
To loss on \$459 08 Southern currency,	413 98
Balance,	10,280 76
	\$71,853 98
Balance,	\$10,280 76

Viz:—Currituck county bonds,	\$9,300 00
Paid \$450 08 Southern funds,	45 10
In bank and on hand,	935 66
	\$10,280 76

Norfolk Va., Sept. 30, 1866.

B. F. TEBAULT,
Treasurer.

RECEIPTS OF TOLLS AND TONNAGE

On the Albemarle and Chesapeake Canal, for the fiscal year ending September 30th, 1866.

MONTH.	Inw'd Tolls	Out'd Tolls	Towing In-ward.	Tow'g Out-ward.	Total Tolls and Tonnage.
1865—October	2,476 55	1,452 02	3,928 57
November,.....	2,015 27	1,428 64	3,443 91
December,.....	1,868 52	349 66	297 45	120 90	2,636 53
1866—January,.....	1,420 85	750 68	260 40	140 50	2,512 43
February,.....	3,041 88	1,200 07	497 20	775 75	5,514 90
March,.....	2,591 55	982 23	705 66	577 10	4,856 54
April,.....	4,366 13	1,332 35	786 00	615 40	7,099 88
May,.....	3,635 57	593 90	930 80	473 90	5,134 17
June,.....	2,262 58	395 73	395 80	423 00	3,477 11
July,.....	2,581 77	426 51	375 65	408 04	3,791 97
August,.....	2,755 28	441 37	553 40	323 45	4,073 50
September,.....	2,243 39	734 04	257 90	323 45	3,558 78
	31,259 34	10,087 20	5,060 26	4,181 49	50,588 29

Receipts as given above, \$50,588 29
Tolls from U. S. Government for July, Aug and Oct., 1865. 1,705 50

Norfolk, Va., Sept. 30th, 1865.

RECEIPTS OF PRODUCE

Through the Albemarle and Chesapeake Canal for the fiscal year terminating September 30th, 1866.

MONTH.	STAVES.										Fresh Shed.				
	Bds. Pds. Cotton. Bales.	Bds. Pds. M'val.	Cotn Sto'res.	Bus. Cotn	Bus. Pds. seed.	Bus. Pds. flax	Bus. Pds. wheats.	Bushels Potatoes.	Lbs. eggs lard.	Feet Lumber.	Shingles	Hhd.	Bbl.	Jun'r.	
1865—October,	1,223	50	1,218	26,606	433	1,342	155	6,422	9	200	1,883,000	50,000	200	122	57
November,	1,098	17	316	10,455	32	761	155	1,859	8	1,000	2,172,000	26,100	80	122	57
December,	756	2,307	11,137	125	50	414	2,073	375	16	300	117,000	3,000	4,000	15	8
1866—January,	524	2,132	12,739	136	1,956	255	370	754	70	99	3,100	57,500	6,000	305	37
February,	1,598	18	2,950	34,103	52	749	754	754	70	99	1,616,350	213,870	305	37	8,333
March,	333	130	2,276	24,003	81	711	3,391	700	43	7,290	157,200	130,685	5357	72	38,226
April,	1,017	3,645	960	13,256	52	825	1,328	365	115	13,473	266,066	3,039,050	261,110	5,000	38,356
May,	174	10,145	610	25,425	745	745	745	745	323	27	5,900	439,092	3,170,100	102,170	174
June,	121	1,053	409	15,660	122	122	122	122	116	41	31,855	622,919	2,739,250	100,766	50
July,	31	533	233	30,389	4	221	1,305	30	17	106	449,230	3,544,177	39,396	58	58
August,	30	34	945	10,071	8	92	7,322	15	13,478	691,174	3,594,450	59,520	25,000	22,300	75
September,	62	46	1,169	6,609	50	595	1,485	21	6,818	319,982	3,883,775	180,630	297	27,300	2601
Total Receipts	6,977	16,561	16,515	230,453	923	7,323	7,398	22,520	424	100,496	3,137,360	30,886,502	1,173,327	34,060	216
															84,917

NORFOLK, VA., September 30, 1866.

OUTWARD SHIPMENTS

Through the Albemarle and Chesapeake Canal for the fiscal year terminating September 30th, 1866.

REPORT

Of the number and class of vessels passing through the Albemarle and Chesapeake Canal for the year ending Sept. 30, 1866.

MONTH.	Steam's	Sch'ers.	Sloops.	Barges.	Boats.	Light'rs	Rafts.	Total.
1865—October,.....	105	74	16	16	51	34		
	November,.....	81	30	13	20	36	5	3
	December,.....	69	42	6	15	19	2	
1866—January,.....	68	33	11	24	23	10		
	February,.....	77	57	31	23	45	35	
	March,.....	107	56	43	25	27	18	3
	April,.....	105	74	35	22	67	27	1
	May,.....	93	86	28	26	58	37	2
	June,.....	72	63	30	21	72	60	2
	July,.....	92	81	37	19	185	25	3
	August,.....	100	80	36	22	169	41	3
	September,.....	93	60	16	23	109	44	1
	1,062	736	302	256	921	338	18	3,633
In 1865,.....								2,617
Increase over year 1865,.....								1,016

NORFOLK, VA., Sept. 30, 1866.

OFFICE OF THE ALBEMARLE & CHESAPEAKE CANAL CO., }
Norfolk, Va., October 25, 1866. }

At a meeting of the Stockholders of this Company, held at their office in the City of Norfolk, the above Report was submitted and ordered to be printed.

MARSHALL PARKS,
President.

B. F. TEBAULT, Secretary.





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